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RECORD OF GEOGRAPHICAL PROGRESS.

SOUTH AMERICA.

IMMIGRATION IN SOUTH AMERICA.—Only about 10,000 foreigners have made new homes in Colombia where a rural population, twenty times as large as it is to-day, might live in comfort on healthful and productive plains high above sea-level. In Ecuador there is a German colony near the source of the Rio Toachi among the Cordilleras and a few colonists have settled in Guayaquil. Ecuador cannot be attractive to foreigners until wagon roads replace the bridle-paths that are now impassable for half the year. Less than 1,000 Europeans and Americans are settled in Bolivia. About one-sixth of the population of Lima, Peru, are immigrants from Europe and Peru's foreign population numbers about 25,000. In Lima the Italians are prominent in the retail trade and some of the largest wholesale merchants are English and German. Considerable American capital is invested in the mines, in shipping, and in agriculture. Chile grows in population more rapidly than any other Andean region. No districts can be called densely peopled except the provinces around Valparaiso and Santiago. There are about 100,000 foreigners in the country, but the annual immigration is small, though encouraged by the Government. The Italians in recent years have headed the list of incomers. Colonies, chiefly Germans and Swiss, have settled in the southern provinces. The mining industries of the north and the manufacturing and trading opportunities at Santiago and a few other centres have especially attracted immigration. Over 1,000,000 foreigners have made new homes in Argentina and a third of them live in the city of Buenos Aires. The population of Argentina has more than doubled in twenty-six years, which is commensurate with the rapid growth of our country in the most flourishing period of immigration. Paraguay pays the passage of immigrants from Buenos Aires and advances oxen and farming tools to be paid for on easy terms. As yet, however, that Republic is attracting very few immigrants. It is a rich land, as large as Italy, with only one-tenth of the population of that kingdom, and now that stable government has succeeded the days of revolution there is no reason why considerable development should not be attained. The labor problem is of great importance in Brazil and the Government has long endeavored to solve it by

promoting immigration. The most successful colonies have been planted in the southern states of Paraná, Santa Catharina, Rio Grande do Sul and São Paulo. About 50,000 Poles, Austrians and Italians are settled in the ninety-three centres of colonization in Paraná. German influence predominates in Santa Catharina, where about 50,000 persons of that nationality are engaged chiefly in agriculture. The colonists in Rio Grande do Sul number 108,000 and over 1,000,000 immigrants have entered Brazil since 1871. About 100,000 immigrants have been attracted to the pastoral country of Uruguay in eighteen years, but labor is still scarce, for with growing population more lands are taken up. Venezuela made a contract last fall by which it is expected to bring many Italian farmers to the country. These facts show that the southern Republics are gradually gaining the population they need to develop their resources.

THE CHILE-ARGENTINA DISPUTE.—Early in February, Lord Salisbury appointed a Commission to settle the boundary dispute between Argentina and Chile, both nations having agreed to abide by its decision. Some of the questions involved have already been passed upon, neither country receiving its full claims. One result of the dispute has given much satisfaction to geographers. Mountain exploration has been extensively carried on in the disputed region by both countries for the past seven years. The result is that much of the Andean region between Cape Horn and the 39th parallel has been revealed by surveys that have contributed much information for the maps. So much light has been thrown on the geography of this region that events there to-day cannot be followed on the best map-sheets of South America published five years ago. Dr. Polakowsky recently said that four or five years more of similar labors would make the physical geography of this intricate mountain region completely known. This boundary dispute illustrates the perils of treaty agreements whose language may be variously construed, and the fatuity of naming a natural boundary between nations, such as a mountain range, when the parties making the contract know little or nothing of the geography of the region. The boundary treaty of 1881 said that "the boundary line shall pass over the highest summits of the Andes which form the water shed." Confusion resulted when it was found that the high mountains do not form the water parting. Rivers rising to the east of the main Andes find their way west through the valleys of the giant ranges and empty into the Pacific. The wording of the treaty did not accord with the facts, and hence, the chance for misunderstanding.

Meanwhile Argentine colonists and Chilian settlers made new homes in fertile valleys that were claimed both by Chile and Argentina. The incessant friction due to the boundary dispute more than once strained the relations of the two countries to the danger point, and therefore it was wisely decided to refer the whole matter to an impartial tribunal for final settlement.

EUROPE.

FIGHTING THE SEA ON THE SCHLESWIG COAST.—A large appropriation was made last year by the Prussian legislature for the protection of the low, west coast of Schleswig and the neighboring islands against the invasion of the North Sea. A force is now building a break-water between the little island of Oland and the mainland which, in connection with other works already completed, is expected to keep the sea within bounds for many miles. The people expect to acquire new lands that will be reclaimed from the sea by the dikes building around them. A special feature of the new works is the complete protection they are intended to give to the low-lying Halligen islands which rise only a few feet above high water. Their inhabitants have been driven by the encroachments of the sea to live in small cabins built on artificial mounds and many have abandoned their homes and sought refuge on the mainland. Since the Middle Ages, the sea has gnawed away the entire west coast to a depth of over twenty miles and the islands are now merely the ruins of what was solid land. In 600 years Schleswig has thus lost one-third of its area.

AFRICA.

THE NEW ANGLO-FRENCH AGREEMENT.—Lord Salisbury and M. Paul Cambon, the French Ambassador to Great Britain, signed at London on March 21, an agreement regarding the delimitation of the respective spheres of Great Britain and France in Central Africa, thus ending their recent misunderstanding with regard to the Nile. The London *Times* of March 23, reports that from the northern

frontier of the Belgian Congo to the 15th degree of latitude the delimitation will be carried out by a mixed commission, it being understood in principle that Great Britain retains the Bahr-el-Ghazal and Darfur, while France keeps Wadai and Bagirmi, likewise Kanem, and, generally speaking, the territory to the east and north of Lake Chad. North of the 15th degree of latitude, Great Britain recognizes that the French sphere extends south of the Tropic of Cancer as far as the line which, broadly speaking, coincides with the western limit of the Libyan Desert. From the Nile to Lake Chad and between the 5th and 15th parallels the two Powers mutually concede equality of treatment in commercial matters. This clause will thus permit France to have commercial establishments on the Nile and its affluents. Finally, the two Powers mutually undertake to refrain from exercising political or territorial rights outside of the frontiers fixed by the arrangement.

FOUREAU'S LATEST EXPEDITION IN THE SAHARA.—A false report was circulated late in March that Mr. F. Foureau, the well-known explorer of the Sahara, had been attacked by Tuaregs in the eastern Erg, one of the great sand expanses south of Algeria, and that about 100 men of his party had been killed. The fact is, that the explorer with a large expedition arrived safely at Agades in the southern part of the Sahara early this year. He has with him 180 Algerian soldiers under the orders of Commander Lamy and five other officers. The entire personnel numbers about 200 men, and 1,000 camels carry their equipment. The French Government fitted out the expedition, and its purpose is to explore the oases of the desert and the parts of the Sudan which under the treaties with Great Britain and Germany, signed between 1891 and 1894, fell to the share of France. The explorer has instructions not to enter any territories belonging to other Powers. This is Foureau's tenth expedition. Hitherto his explorations have been carried on with the financial support only of private citizens and scientific societies, but in spite of his slender resources he has greatly improved the mapping of that part of the Sahara lying south of Algeria, and France has used the information he obtained to extend her military posts further south.

THE CAIRO-CAPE TOWN RAILROAD.—Mr. Cecil Rhodes has met with so much encouragement, both in London and Berlin, for his scheme to connect Cape Town with Cairo by a line of railroad 5,644 miles long, that there is little doubt that the enterprise will be carried out. The existing north and south railroads along the route are to form a part of the line, and 2,334 miles of the railroad are now in operation. In other words, the gap to be filled between the railroad now pushing south along the Nile to Omdurman and the completed line from Cape Town to Buluwayo is 3,330 miles. About two-fifths of the continental railroad is therefore in operation. The British Government has also sanctioned the extension of the Omdurman line to the Sobat River, 480 miles further south, and the line to Buluwayo is to be pushed north to the Zambezi River as rapidly as possible. The completion of about half of the proposed railroad was therefore assured before Mr. Rhodes recently unfolded his plans in London. It is seen from his railroad map published in the London *Daily Mail* that he proposes to extend the line northward to the coal discoveries of the middle Zambezi, and to the coal and iron district of the British Central African Protectorate further north, pass to the east of Lake Bangweolo, and

make straight for the south end of Tanganyika. He has arranged with the German Government for building the road 700 miles through German East Africa. Navigation on the lake, however, is free, and steamers may for a time form the connecting link between the railroad lines at the north and south ends of the lake. North of Tanganyika the route passes to the east of lakes Kivu, Albert Edward, and Albert, and then follows the Nile to the Mediterranean, only leaving the river to cut off the big bends at the Sobat and Abu Hamed. Mr. Rhodes's theory is that while the earnings of the road will be necessarily small for the first ten years, still the resources of the country are very great, and the line cannot fail to be a financial success if its existence be assured during the first critical years. Mr. Rhodes expects to complete a telegraph line from Cape Town to the Mediterranean long before the Transcontinental railroad is in operation. Like the railroad, it will also connect with the north and south lines, and the company, already organized, expects to string only about 2,700 miles of wire to connect Cape Town and Alexandria. The chief stations along the line will be Buluwayo and Salisbury in Rhodesia, Tete on the Zambezi, Blantyre, capital of Nyassaland, Karonga, at the north end of Lake Nyassa, three posts on Tanganyika, Fort George on Lake Albert Edward, and two stations on Albert Nyanza, whence the line will follow the Nile to Alexandria.

DEATH OF EXPLORER MIZON.—Lieut. Mizon, of the French Navy, died at Mayotti, March 22, while on his way to take the governorship of the Obock Colony on the Gulf of Aden. He will be remembered for his journey in 1890-92, when, after reaching Yola, the capital of Adamawa, on the Benue River, and vainly seeking permission to go on to Lake Chad, he turned southward through wholly unknown regions, where his discoveries and the treaties he made with native chiefs were eventually a part of the bases for the extension of the French Congo to the north-east as far as Lake Chad. He crossed the water-parting between the Niger and Congo, and followed from source to mouth the almost unknown Sanga River, which is shown to be 1,000 miles long and the fourth largest tributary of the Congo. France, a little later, planted a line of stations along the Sanga. About the same time, Dybowski fixed the water-parting between the Nile and Congo basins still further east, and these determinations, together with the work of Belgian explorers, showed that the domain of the Congo River extends further north

than had been supposed, though it cannot be said that the boundary between the basins is yet accurately defined.

TRAVELS OF THE JIGGER.—*Petermanns Mitteilungen* says that the jigger, one of the insect pests of the West Indies and South America, has at last crossed Equatorial Africa from the Atlantic to the Indian Ocean, about 2,700 miles, twenty-six years after its arrival in Africa. It is a variety of the flea, much smaller than the common flea, and its attacks upon a few animals, including man, if not treated in time, are sometimes fatal to life. The sand ballast from a Brazilian sailing vessel was dumped on the beach at Ambriz, Angola, in September, 1872. The insect was brought from Brazil in this ballast. It was thirteen years penetrating 300 miles into Africa. Arriving at Stanley Pool its progress eastward was more rapid. Dr. Oscar Baumann reported it in 1892 at Bukumbi Gulf, on the south coast of Victoria Nyanza. In 1895 it had reached Mpwapwa, among the mountains 200 miles from the Indian Ocean. Late in 1897 it appeared along 70 miles of the coast opposite Zanzibar, and last year appeared on Zanzibar Island. It has a propensity for boring through the skin and lodging between the cuticle and the flesh. On its journey across Africa the natives suffered greatly from the pest, and often abandoned their villages in consternation. Rubbing the skin with tobacco leaves and, above all, cleanliness and the wearing of shoes are said to be effective protection against the jigger.

ASIA.

DR. SVEN HEDIN GOING TO TIBET.—*Petermanns Mitteilungen* says that Dr. Sven Hedin will return to Central Asia this spring. As soon as he completed the records of the scientific results of his last journey he began preparations for his coming work. His starting point will be Kashgar, in Chinese Turkestan; and he will again cross, by a different route, the Takla-Makan desert, and then will make his way to northern Tibet, where he expects to spend next winter. In the summer of 1900 he expects to cross this loftiest plateau in the world from north to south, emerging in India.

JEWISH IMMIGRATION INTO PALESTINE PROHIBITED.—Turkey's enactment, several years ago, forbidding the entrance of foreign Jews into Palestine, has not hitherto been rigidly enforced, and a considerable number of Hebrews from other lands have every year sought new homes in their fatherland. In December last, the Turkish legation at Washington notified the State Department that foreign Jews are forbidden to enter Palestine, and that the authori-

ties had received orders to prevent them from landing. About 22,000 Jews now live in Jerusalem, of whom one-half came from Europe and America. About 5,000 immigrants live in twenty-two farming communities founded by Baron Edmond de Rothschild and by colonization societies. The total Hebrew population is about 40,000, of whom 16,000 are foreigners. The Jews are heavily taxed, and complain that the officials are overbearing and tyrannical. Last fall, one of the colonies on the caravan route from Damascus to Mecca was driven from its home by predatory Arabs. A road which the Hebrew colonists built between two of their settlements was recently destroyed. Most of the farming colonies, however, are fairly prosperous; live chiefly by fruit and raw silk culture, and maintain schools and synagogues. It may be that the prohibition of immigration will not long be enforced, for foreign influences are getting a strong foothold in Palestine. Railroads now operating between Beirut and Damascus, and between Jaffa and Jerusalem, are affecting the whole region favorably. Another railroad is now building from Haifa through Galilee to Damascus, and it will probably be extended to Bagdad. Foreign capitalists have secured valuable railroad, harbor and other franchises, which will favorably influence the development of the country.

AUSTRALASIA.

FOUR HUNDRED PEARL-SHELL FISHERMEN DROWNED OFF NORTH-EAST QUEENSLAND.—A hurricane in the first week of March destroyed about 100 boats and drowned 400 pearl-shell fishers, about half the entire fleet engaged in this industry of Queensland. Most of the men were colored of various nationalities, including aborigines living near the fisheries, South Sea islanders and Manila, Chinese, Japanese and Malay divers. The greatest peril encountered in this business is the sudden hurricanes which visit the Queensland coast. For years the product of these fisheries has fluctuated between the sixth and the eighth place in the list of Queensland's exports. The shell is now pretty well worked out in the shallow waters, and the native divers are not so much employed as they formerly were, for they cannot work with success beyond a depth of sixty feet. Most of the shell is obtained only by men wearing the diving dress. One hundred and twenty feet is the greatest depth from which the shell is profitably taken and few divers can stand the strain of prolonged work under the pressure at that depth. The quest for pearls is merely incidental to these fisheries, which are carried on for shell or mother-of-pearl. On an average about

4,000 shells are taken for every pearl found. The pearls of the Queensland region are of fine size and quality, but not one shell in thousands produces a perfect specimen.

RABBIT FENCES IN NEW SOUTH WALES.—The last annual report of the Department of Lands, New South Wales, has a note on the progress of the colonial Government in its efforts to cope with the rabbit pest by the erection of fences that are said to be rabbit-proof, the animal not being able to get over, under or through it. The first fence was built in 1897, and the number of miles of fencing is now 17,280. The fence has been extended along the entire western border of the colony and along two-thirds of the northern boundary. This little animal was imported from the British islands and has multiplied on so enormous a scale that it has actually endangered the existence of other grass-eating animals. Some years ago, the Government of New South Wales offered a reward of \$125,000 for a feasible method of exterminating the pest. Eighteen hundred schemes were submitted, but none of them proved practicable.

POLAR REGIONS.

The search for Andree and his companions will not be given up, while a gleam of hope remains. Prof. Nathorst, who is to set out in June in a steam-whaler, will try to break through the ice-barrier on the eastern coast of Greenland, if possible in the neighborhood of Cape Bismarck, and thence push to the north in sledge or boat.

He thinks it just possible that Andree may have found his way to north Greenland and been able to keep himself alive on the food resources of the region, in musk oxen, seals and the like; and every effort will be made to follow any trace, however slight.

The expedition seems to be assured by the offer of the steam-whaler *Hekla*, made by Mr. Hammer, a merchant of Christiania. (*Petermanns Mittheilungen*, 45 Band, II.)

The *Geographical Journal*, for April, prints the following letter from Mr. L. W. Longstaff to the President of the Royal Geographical Society:

DEAR SIR CLEMENTS MARKHAM:

Being convinced of the imperative need of the immediate preparation of a British expedition, I have the pleasure to inform you that I have this day paid to the credit of the National Antarctic Expedition with Messrs. Cocks, Biddulph & Co. the sum of £25,000, which I trust will meet the exigency of the case.

Though my attainments are but slight, I have all my life been much interested in scientific matters, and as a Fellow of our Society for nearly thirty years, it gives me

peculiar pleasure to be able thus to contribute towards the advancement of our knowledge of the planet on which we live.

I am, dear Sir Clements,

Yours faithfully,

RIDGELANDS,

LLEWELLYN W. LONGSTAFF.

Wimbledon, March 22, 1899.

This generous gift puts an end to the uncertainty with regard to a British Antarctic Expedition. The summer of 1900 will be marked by the dispatch of this and the German Expedition under Drygalski, with the same general plan of work and pledged to co-operation with each other. The plan, as submitted by the Germans and accepted by the British, is to winter on Victoria Land; to set out, in the spring of 1901, on sledges towards the South Pole, to fix the location of the south magnetic pole and to carry out a thorough exploration in every branch of science. The work will be continued for two years.

A note in *Petermanns Mitteilungen*, 45 Band, III, postpones the departure of the German expedition to August, 1901.

The Brooklyn *Standard-Union*, of April 4, printed the following telegram:

MONTÉ VIDEO, S. A., April 4.

The "Belgica" arrived here this morning. All well. Our Antarctic voyage has been a complete success. Much new land in Weddell Sea and open water to the far south discovered. Active volcanos were also seen. I come home direct by early steamer. The "Belgica" will not return for another winter, as originally planned. We lost men by accident, but none by disease.

COOK.

Dr. F. A. Cook, of Brooklyn, was the surgeon of the Belgian Antarctic Expedition in the *Belgica*, under the command of Lieut. A. de Gerlache.

The telegram brings the first news of the expedition for many months since a letter from Ushuaia, on Tierra del Fuego, dated Dec. 30, 1897, announced the intended departure of the steamer the next day for the south.